

## **SECTION A – MATTERS FOR DECISION**

### **Planning Applications Recommended For Approval**

<b><u>APPLICATION NO:</u> P2015/0905</b>	<b><u>DATE:</u> 06/10/2015</b>
<b>PROPOSAL:</b>	Demolition of existing stable block and construction of 6 No. bungalows with associated works.
<b>LOCATION:</b>	Former Stables Baglan Park Port Talbot SA12 8PS
<b>APPLICANT:</b>	Coastal Housing Group
<b>TYPE:</b>	Full Application
<b>WARD:</b>	Baglan

#### **Reason for Committee Determination:**

The application has been called to Committee by the Ward Member Councillor Peter Richards who has raised concern due to the location and the scale of the proposal.

#### **Planning History:**

P2012/1113 – Demolition of existing stables and construction of 6 number detached dwellings (Outline): returned to applicant 09/01/2013

#### **Publicity and Responses:**

##### Statutory Consultees

Biodiversity: No objections

Tree Officer: No objections

Head of Engineering and Transport (Highways): No objections subject to conditions

Head of Engineering and Transport (Highways): No objections subject to conditions

Housing: No objections subject to contribution

Public Rights of Way: No objections

Play Development: No reply received

A Site Notice was displayed and 5 neighbouring residential properties were notified by letter. To date, no responses have been received.

### **Description of Site and its Surroundings:**

The application site comprises the former stables located within Baglan Park, directly adjacent to Laurel Avenue in the ward of Baglan. These stable buildings are currently in a dilapidated state. The structures are encompassed in an overgrown area of dense vegetation comprising a number of mature trees along the roadside frontage facing Laurel Avenue.

The site fronts onto Laurel Avenue and is currently accessed by an existing driveway at the main Park entrance gates which lie on the junction of Chestnut Road and Laburnam Avenue to the north.

In terms of boundaries, the site lies in (and is open to) the northern portion of Baglan Park and is bounded by Laurel Avenue along the full length of the eastern boundary including the main park entrance gates at the northernmost point of the site. This boundary is formed predominantly of metal railings and a brick wall with pillars at either end of the entrance gates which also comprises a stone wall along part of the north/west the boundary of the site bordered by properties at Chestnut Road and Sycamore Court.

### **Brief description of proposal:**

The application seeks full permission for the demolition of the former stable block and its replacement with a new residential development comprising h 6 no. bungalows and associated access and landscaping works.

The applicant is Coastal Housing Group, and the submissions indicate that the bungalows will comprise social rented units which will be provided for persons aged 55 and over. The scheme would comprise 100% affordable housing, which is 100% funded by Social Housing Grant (SHG).

The units comprises of two pairs of two bedroomed semi-detached bungalows on plots 2, 3, 5 and 6, a single detached bungalow on Plot 4 and a single three bedroomed detached bungalow on Plot 1.

In terms of scale, plots 2, 3, 5 and 6 share similar sized footprints, with a modest sized detached bungalow on Plot 4 and a larger unit encompassing plot 1. Each plot will provide off street vehicular parking

The submitted plans indicate that the single-storey units are predominately pitched roof in design with varying projecting gable ends. The external finishes of the properties are yet to be confirmed and would therefore be subject to the submission of further details by way of condition. The applicant has however indicated in their statement that the materials will be sympathetic to the developments surroundings.

The boundary treatments proposed include stone faced retaining walls and fencing on the Baglan Park sides and retention of an existing brick wall on the Laurel Avenue frontage.

Vehicular access to the development is proposed from a new junction adjoining Laurel Avenue. This will require the removal of a number of trees to facilitate its construction.

### **Material Considerations:**

The material considerations in the determination of the application relate to Development Plan and land use policy, highway and pedestrian safety, design and visual amenity, including the character of the area as whole, and residential amenity.

### **Policy Context:**

#### Adopted Unitary Development Plan (UDP)

The existing Development Plan comprises the Neath Port Talbot County Borough Council Unitary Development Plan (UDP) which was adopted in March 2008 and covers the period 2001-2016. The Development Plan is the primary document for consideration of land use planning in the County Borough, within which the following Policies are of relevance: -

- Policy GC1 New buildings/structures and changes of use
- Policy ENV17 Design
- Policy R03 Provision of Open Space to serve new residential developments
- Policy T1 Location, layout and accessibility of new proposals
- Policy H4 Affordable Housing

The site is located within the defined settlement limits for the area as outlined within the Neath Port Talbot Unitary Development Plan. Policy H3 allows for infill and windfall residential development within these defined settlements, subject to criteria.

### Emerging Local Development Plan (LDP)

In accordance with the Planning and Compulsory Purchase Act 2004, the Council has prepared the Local Development Plan (2011-2026) which once formally adopted will supersede the existing UDP.

The LDP was submitted for independent Examination to the Planning Inspectorate on 30<sup>th</sup> September 2014 and the Ministers of the Welsh Government appointed independent Inspectors to conduct the Examination to assess the soundness of the Plan. The LDP Examination officially ended on the 2<sup>nd</sup> December 2015 when the Council received the Inspectors' Report from the Planning Inspectorate. The Report has now been published and the recommendations contained within are 'binding', meaning that the Council must accept the changes recommended by the Inspectors.

The Inspectors' Report concludes that, with the changes recommended, the Neath Port Talbot LDP satisfies the requirements of Section 64(5) of the 2004 Act meeting the procedural, consistency and coherence and effectiveness tests of soundness, and requests the formal adoption of the LDP as amended by the changes recommended. Accordingly, the Council is now in the process of finalising the LDP with a meeting of Council scheduled for 27<sup>th</sup> January 2016 at which time the LDP will be adopted.

In light of the conclusions of the Inspectors' Report and the binding nature of the recommendations, when determining planning applications the interim position of the Council is that whilst the UDP policies remain relevant, significant weight must be applied to the LDP policies as amended by the recommendations in the Inspectors' Report.

The relevant Policies within the emerging LDP are as follows: -

- SC1 Settlement Limit
- EN10/9 Quiet Areas
- SP 21 Built Environment and Historic Heritage
- BE1 Design

- TR2 Design and Access of New Development
- OS1 Open Space Provision
- EN7 Important Natural Features
- SP16 Environmental Protection

## **Principle of Residential Development**

The site is located within the defined settlement limits as outlined in the emerging Local Development Plan (Policy SC1 Settlement Limits).

Development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the settlement hierarchy will be acceptable in principle.

The proposal is therefore considered to be acceptable in principle, subject to an assessment of its impact on local context, including neighbouring existing housing developments.

## **Impact on Designated Quiet Area**

For the purposes of the emerging LDP the site lies adjacent to (but outside of) that part of Baglan Park which has been allocated as a 'Quiet Area' (LDP Policy EN10/9 refers). These areas are public open spaces within the urban area that have local amenity value that warrants protection. Any development in these areas will be assessed on its impact on the five pillars of tranquillity. These five pillars are identified as the following:

- Soundspace
- Presence of nature
- Visual/aesthetic qualities
- A sense of personal safety
- The culture and freedom of the place.

Although the site is sited outside of the designated 'quiet area', it is nevertheless considered that with regard to the above five criteria, this proposal is considered to be acceptable at this location.

Notably, this area currently is a dilapidated collection of outbuildings which are cordoned off. At the moment they not only pose a health and safety risk to the public, they struggle to qualify as tranquil under visual and aesthetic qualities.

The proposed development would improve this design aesthetic whilst respecting the character and nature of its confines. Furthermore it would not negatively impact on the presence of nature that currently exists in the park nor would it detract on the culture and freedom of the place and it's surrounding but more importantly it would greatly improve the sense of personal safety to all visitors to the park.

Disturbance arising from the development of the site would only have short-term impacts on the quiet area, and the Policy does not seek to preclude development *per se* simply control any resulting impact on the area. The proposal therefore accords with Policy EN10 of the emerging LDP.

### **Visual Amenity:**

The built environment surrounding the application site comprises of a consistent row of two storey dwellings along Laurel Avenue and Chestnut Road which are predominately semi-detached. Sycamore Close lies immediately west of the site and consists of a mix of semi and detached properties.

Having regard to the above, whilst the proposal will not follow the pattern of development in the immediate area, it is considered that it is well designed within its site area of Baglan Park and makes efficient use of the land with the bungalows positioned as such so that they provide a positive inward and outward looking relationship and a strong built frontage along Laurel Avenue which helps create a real sense of place.

The applicant has also strived to retain as many of the trees physically possible which align the perimeter of the site. Trees will be lost on the Laurel Road Frontage to facilitate the highway access, but the majority will remain and therefore ensure the established visual character of Laurel Road is safeguarded. To enhance this character should the application be successful a condition will be attached requiring the submission of a landscaping scheme. This scheme will act as mechanism to soften the appearance of the infrastructure works implemented to facility the vehicular access.

The critical element of this scheme concerns the need to protect its relationship with Baglan Park and its historical use. In this regard, given the change in levels as you move into the site, the submitted plans

detail stone-faced retaining walls (with residential boundary fencing above in parts ) along the Baglan Park and Baglan Lane perimeters.

This stone feature is welcomed as it will, subject to careful control over the materials and design, ensure the development will successfully integrate within its Park setting. In controlling its final design, however, it is considered that the submitted scheme does not currently demonstrate that sufficient regard has been had to the need for this boundary to pay tribute and reflect the historical character of the Stables site. For example, it is considered that there is an opportunity, in addition to reusing material from the demolished stables, for the final scheme to incorporate design detailing which reflects the general form and location of the existing entrance piers without the need for major and complicated works. Such design detailing would thus reflect the historical use / character of the site and provide a nice visual aesthetic.

Accordingly, a condition is recommended which requires the submission of detailed design of the boundary enclosures (including the fencing above) together with a method statement for the reclamation of existing site materials to be used in the construction of the boundary treatments on the Baglan Park boundaries.

The topography of the site is such given the level changes and the extensive engineering works needed to construct the highway infrastructure that the finished floor levels will be fundamental to how the developments integrates within the park surroundings and indeed the streetscene on Laurel Avenue. Therefore it is considered that a prior to any works beginning on site, details of the finished site and floor levels are clearly established and agreed in order to protect visual amenity.

In addition, due to the levels changes there are internal retaining structures adjacent to the new access, and again it is considered that the design and materials for these enclosures will be critical to the success of the development. Details of these enclosures are therefore similarly required by condition.

Therefore, it is considered subject to the imposition of the conditions discussed above, that there will not be any adverse effect on visual amenity.

## **Residential Amenity:**

In terms of the proposed development's impact on neighbouring properties, the submitted plans indicate that the nearest existing residential property (1 Chestnut Road) is located approximately in excess of 15m away from one of the units, whilst the properties facing the entrance to the site are separated by a highway on Laurel Road and approximately 20m in distance. These separation distances when taken into consideration with the single storey design of the properties is considered to ensure the proposal would have no unacceptable overbearing or overshadowing impacts on existing properties.

In terms of overlooking, any habitable room windows will be looking onto a new stone wall/boundary fence on the Baglan Park Side, and the habitable room windows proposed to be positioned in the elevations facing Laurel Road have separation distances of a minimum 20m and are also separated by a highway. This is considered to be a sufficient distance to maintain privacy between existing and proposed units. Within the development site itself, by virtue of careful positioning of windows within elevations there are no issues with regard the overlooking or private space or conflicts between distances between habitable room windows. A condition will be attached requiring the submission of detail with regard to boundary treatments for both the individual plots and that of the perimeter of the site as whole. This will further ensure the privacy of each plot is maintained

The proposed site plans show modest but adequately sized private amenity areas for each plot to serve the future occupiers.

Therefore, there is considered to be no adverse impact on residential amenity.

## **Highway Safety (e.g. Parking and Access):**

The Head of Engineering and Transport (Highways) has offered no objections and recommended that a number of conditions be attached to any permission granted. These conditions are concerned with road construction detail, drainage, material fill for the proposed road, road surfacing, construction method statements, visibility splays, Traffic Regulation Orders and boundary wall limitations.

The highways department is satisfied that the new access point can be safely provided off Laurel Avenue without negatively impacting on

highway and pedestrian safety. Similarly the internal road infrastructure serving the development offers no highway safety issues providing it is constructed in accordance with the above mentioned conditions.

In view of the above, it is considered that the proposal will have no adverse effect on highway and pedestrian safety.

## **Ecology**

The Councils Tree Officer has inspected the site and raises no objections to the removal of the identified trees on the site. The development will however retain as many trees as possible and those proposed to be removed are only to facilitate access and for safety reasons.

The biodiversity section has assessed the proposal and has offered no adverse comments. They have offered advice with regarding to bats, and birds nesting and Japanese Knotweed.

## **Developer Contributions**

### Affordable Housing

With regards to the issue of affordable housing, as this application relates to outline permission for 6 units, the developer will be required to provide 20% affordable housing in accordance with Policy H4 of the adopted UDP and also the adopted Supplementary Planning Guidance. However, Policy AH1 of the LDP requires that all new housing developments within the Port Talbot spatial area requires 25% affordable housing should be sought.

Having regard to the significant weight to be afforded to the LDP, the 25% requirement would equate to 1 ½ units. However, in this instance the developer is a registered social landlord, and this development is 100% Social Housing Grant Funded. This will therefore ensure that the development appropriately contributes in perpetuity towards affordable housing in the County Borough.

### Open Space Provision

Policy R03 of the adopted UDP and Policy OS1 of the emerging LDP refers to the requirement for the developer to contribute for formal and informal open space, based on NPFA.

LDP Policy OS1 indicates that where there is a quantitative deficiency in outdoor sport, children's play, informal space or allotment provision, provision will be sought, including the requirement for maintenance, in conjunction with all new residential developments of 3 or more dwellings.

Background evidence informing the Local Development Plan identifies that there are existing ward shortfalls in outdoor sport, pitch sports and children's play provision in the Baglan ward. There is also a shortfall in the provision of allotments in the Port Talbot Spatial area.

As the proposal is for a 6 unit residential scheme, there is a formal requirement under Policy OS1 for the development to provide a contribution to ensure that this established existing shortfall is not made worse as a consequence of this development. The first step is to attempt on site provision, but given the size of the site area is not excessive and from a practical standpoint not easily implemented it is considered unreasonable for the developer to provide on-site provision in this case. Accordingly, an off-site financial contribution is considered more appropriate.

Having regard to the location of the site within / immediately adjacent to Baglan Park a financial contribution of £2700 is required, which will be utilised for the provision or enhancement of public open space within the park considered the most beneficial use of funds to tackle this shortfall of open space provision in the Ward. The developer has agreed to this contribution which will be secured through a section 106 legal Agreement.

### **Conclusion:**

The proposed development would not have an unacceptable detrimental impact upon residential amenity or upon the character and appearance of the surrounding area, and there would be no adverse effect upon highway and pedestrian safety. Hence the proposed development would be in accordance with Policies GC1, T1, ENV17, H3 and H4 of the Neath Port Talbot Unitary Development Plan and Policies SC1 and EN10 of the Emerging Local Development Plan.

**RECOMMENDATION:** Approval subject to a Section 106 agreement to require a financial contribution of £2700 towards public open space in Baglan Park, and to the following conditions:

## **CONDITIONS**

(1) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2) The development shall be carried out in accordance with the following approved plans:

- Type C ground floor plan, plot 4, 13.05 310 Rev a
- Type A proposed elevations, plot 5 & 6, 13.05 440 Rev b
- Type C proposed elevations, plot 4, 13.05 340 Rev b
- Type B proposed elevations, plot 1, 13.05 140 Rev b
- Type A proposed elevations, plot 2 &3, 13.05 240 Rev b
- Planning and Design Access Statement
- Extended Phase 1 Habitat Survey
- Proposed site sections 01-03, 13.05 106 Rev b
- Type A proposed ground floor plan, Plot 2 & 3, 13.05 210 Rev b
- Type A proposed ground floor layout plan, Plot 6, 13.05 410 Rev b
- Proposed site elevations, 13.05 107 Rev b
- Type B proposed ground floor plan, Plot 1, 13.05 110 Rev b
- Proposed block plan, 13.05 102 Rev c
- Type C proposed ground floor plan, Plot 4, 13.05 310 Rev b
- Proposed site location plan, 13.05 101 Rev c
- Highway layout, C0462 SK005 Rev c
- Highway Drainage, C0462, Sk006 Rev A
- Proposed site layout plan 13.05 105 Rev b

Reason

In the interest of clarity.

(3) No development shall commence until details of existing ground levels and proposed finished ground and floor levels have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details

Reason

In the interest of visual amenity

(4) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason

In the interest of the visual amenity of the area.

(5) No development shall commence, including any works of demolition, until a method statement for the reclamation and cleaning / salvaging of materials / stone from the site and buildings for re-use in the development hereby permitted has been submitted to and approved in writing by, the local planning authority

Reason:

To ensure that as far as is practically possible all existing materials from the site can be reclaimed for use in the development hereby permitted, in the interest of visual amenity and historic context.

(6) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details and retained in perpetuity.

Reason

In the interest of residential amenity.

(7) Notwithstanding the details shown on the submitted plans, the scheme required by condition 6 shall provide full details of all new stone retaining walls (and fencing above) within and enclosing the site, including details of the amount of stonework to be reclaimed from the site and details of any additional stonework/ materials to be used in the retaining walls, and amended design details of the boundaries fronting the park to integrate features including the location/form of the existing entrance piers, into the new boundary treatment.

Reason

In the interest of visual amenity

(8) No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in Appendix 4 of TAN 15 (or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

This scheme as approved shall be retained as such thereafter.

Reason

In the interest of good drainage

(9) The scheme required by condition 8 shall (a) ensure that surface water is prevented from discharging onto or over any carriageway, and (b) include the results of a condition survey of the existing culvert from the point of connection of the new surface water system indicated on Dwg Sk006, together with details of any works required to remedy any identified defects. No building hereby permitted shall be occupied until the culvert has been improved in accordance with any agreed details.

Reason

In the interest of good drainage

(10) Any existing drainage pipe, highway drain or highway run-off entering, crossing or discharging onto the development site must be accommodated into the site development works, by the developer. No building shall be erected over or within the safety zone of any culvert or watercourse.

Reason

In the interest of good drainage

(11) Prior to work commencing on constructing the road a scheme shall be submitted for the written approval of the Local Planning Authority detailing:-

- i. Streetlighting proposals to be designed in accordance with BS 5489.
- ii. Road construction details.
- iii. Drainage details to include pipe sizes, gradients and calculations to prove a Greenfield discharge rate.

Reason

In the interest of highway safety

(12) Prior to work commencing on site a scheme shall be submitted for the written approval of the LPA detailing fill materials to the proposed road. These materials shall comply with the requirements of series 600 of the Manual of Contract Documents for Highway Works (MCHW) and shall be constructed as such.

Reason

In the interest of highway safety

(13) Prior to occupation of any dwelling the footway and roads serving that dwelling shall be surfaced to binder course level, lit and have adequate surface water drainage.

Reason

In the interest of highway safety

(14) Pedestrian vision splays of 2.4 metres by 2.4 metres (measured back from back of footway) shall be provided and maintained each side of the access within which nothing over 600mm in height shall be erected or allowed to grow.

Reason

In the interest of highway safety

(15) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The

approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction

Reason

In the interest of highway safety

(16) Prior to work commencing on the construction of any dwelling a Traffic Regulation Order scheme shall be submitted to and approved in writing by the Local Planning Authority to ensure that there is no waiting, no loading or unloading along the frontage onto Laurel Avenue and the junction of the proposed development. The approved Traffic Regulation Order shall then be implemented on site prior to first occupation of the units and retained as such thereafter.

Reason

In the interest of highway safety

(17) Prior to work commencing on site a scheme shall be submitted for the written approval of the Local Planning Authority detailing the widening of the drive access to plot 1 to 6.0 metres this scheme as approved shall be implemented prior to first occupation and retained as such on site thereafter.

Reason

In the interest of highway safety

(18) No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the Local Planning Authority. [The street shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established].

Reason

In the interests of highway safety

(19) Prior to occupation of the last dwelling all roads and footways shall be surfaced to their finished level in accordance with the approved surface course material.

Reason

In the interest of highway safety

(20) A vision splay of 2.4 metres by 35 metres shall be provided at the junction onto Laurel Avenue in either direction, this splay shall be hard surfaced in concrete block paving or bituminous bound material and within which nothing shall be erected or allowed to grow.

Reason

In the interest of highway safety

(21) Notwithstanding the provisions of the Town and Country Planning (General Permitted development) Order 1995 (as amended for Wales)(or any revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected within the curtilage of any dwelling house forward of any wall of that dwelling house which fronts onto a road or shared driveway.

Reason

In the interest of visual amenity.

(22) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), no doors, windows or dormer windows (other than those expressly authorised by this permission) shall be constructed.

Reason

In order to safeguard the amenities of the area by enabling the Local Planning Authority to consider whether planning permission should be granted for additional windows, having regard to the particular layout and design of the estate.

(23) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), there shall be no extension or external alteration to any building forming part of the development hereby permitted (including the erection of a detached garage) without the prior grant of planning permission in that behalf.

#### Reason

In order to safeguard the amenities of the area by enabling the Local Planning Authority to consider whether planning permission should be granted for extensions, having regard to the particular layout and design of the estate.

(24) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), no garages or outbuildings shall be erected (other than those expressly authorised by this permission).

#### Reason

In order to safeguard the amenities of the area by enabling the Local Planning Authority to consider whether planning permission should be granted for garages or outbuildings having regard to the particular layout and design of the estate.

(25) No development or site clearance shall take place until there has been submitted to and approved in writing by the local planning authority a scheme of landscaping. The scheme shall include indications of all existing trees (including spread and species) and hedgerows on the land, identify those to be retained and set out measures for their protection throughout the course of development, together with a planting scheme specifying the species of all new plants, densities and sizes at time of planting.

#### Reason:

In the interests of visual amenity.

(26) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development

die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason

In the interest of visual amenity.

(27) Prior to any building works commencing, the Fallopia Japonica (Japanese Knotweed) that is located on the site shall be shall be treated and eradicated in accordance with the Environment Agency Knotweed Code of Practice.

Reason

In the interests of amenity, and to ensure that the treatment is carried out in accordance with recognised good practice.